(4) Gravelling the road which started from Kayankulam and joined the Mavelikara-Thrikunnapuzha road.

(5) Conversion of the culvert in the Karippuzha road going westwards into a bridge to enable boats to pass under it.

The Member added that the gravelling of the first road was promised when the subject was brought forward at the twelfth session of the Assembly.

Mr. V. Ramakrishna Panikkar (Member, T. I. C., Haripad) referred to the representations on the need for public works made by the several Members at the past sessions of the Assembly and urged for the sympathetic consideration of Government the following works :—

(1) The Kayankulam-Thottapally road should be metalled. A portion, *viz.*, 3 miles, had already been metalled and 9 miles only remained.

(2) In pursuance of one of the resolutions passed at the Conference of the Quilon Division Assembly Members with the Chief Engineer as President, it was once settled to improve the Quilon–Alleppey road. But the portion remaining in their taluk was alone left out.

(3) The Karthigapalli-Thrikkunnapuzha road, 2½ miles long, should be metalled. It was the 7th in the list prepared by the Conference above alluded to.

(4) The deepening and widening of the Tana Canal which was also included in the list of public works.

(5) Opening the blocked-up portion of the Mundathunkara Canal.

(6) The construction of a jetty and a shed at Aranazhinelpura Kadavu.

Dewan's reply.—Noted.

79. Improvements to the Arattukadavu landing place at Mavelikara.

Mr. P. J. Abraham (Member, T. I. C., Mavelikara) explained that Arattukadavu was a central place for the export and import of a large quantity of merchandise in the surrounding taluks and that the absence of a suitable basin was causing considerable hardship and inconvenience to the large number of merchants and tradesmen who utilized the present *kadavu*. The *kadavu* should be improved. He also requested that the canal, connecting the Kulakada and the Pampa rivers, now rendered useless on account of encroachments for about a furlong, be deepened and kept clear of sand and that permanent arrangements be made for its maintenance by the P. W. D.

Dewan's reply.—The Chief Engineer will be asked to send up an estimate for improving the Arattukadavu. The other request of the Member is noted.

80. Difficulties of Communications.

Mr. S. Padmanabha Panikkar (Member, Nominated) represented that when, in 1089, he submitted the necessity for the construction of a new road from Thumpaman Ampalakadavu to Kozhencheri and the conversion, into a cartable road, of the six feet trace from Pandalam to Aranmula, he received a query from the Chief Engineer as to whether it would not be sufficient if the latter alone were granted. Not being satisfied, the Member repeated his request for the former in 1090. As their request was not granted, the people cut a road 22 feet broad. Just at that time, a major portion of the Pandalam–Aranmula road and the Omallur-Pandalam road was finished by the people of the localities. As a few culverts had to be built, the Member requested that that work might be ordered to be carried out by the P. W. D. and that the roads might be taken up under departmental management.

Dewan's reply.—The Chief Engineer will be asked to report on the proposed culverts and to submit an estimate of expenditure.

81. Public works in the Quilon Division with special reference to the Thiruvalla taluk.

Mr. K. M. Mammen Mappila (Member, Nominated) represented the need for the following works—

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(1) the construction of a bridge over the Varattar.

(2) the Thiruvalla Market Canal.

(3) the improvement of the canal from Karakkal to Peringara *kadavu*.

(4) the improvement of the Thiruvalla-Mepral road.

(5) the improvement of the Thiruvalla-Mallapalli road.

(6) the repair to the Pallippalam.

With regard to item No. 1, the Member understood that the Government had provided Rs. 5,000 for carrying out the work. He prayed that the work might be taken up early. Some portion of the sanctioned amount should be ordered to be spent during the current year on the second work also. Regarding the third item, he said that boats coming from Alleppey had to halt at Karakkal owing to the shallowness of the *thodu* from that place as far as Peringara *kadavu*. The distance between the two places was only one mile and less than Rs. 2,000 would be sufficient for deepening the canal. The people themselves had opened the Thiruvalla-Mallapalli road. It was a convenient route from Thiruvalla to Mallapalli and, with one or two culverts, the road should be improved and made useful to the people at Government cost. The Pallipalam near the town was in a damaged condition as evidenced by the 'danger' board put up there. He requested that it might be repaired early.

Lastly, the Member requested for the extension of the Railway from Kottarakara to Thiruvalla.

Dewan's reply.—Noted.

The Assembly adjourned at 5 P. M.

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